13-19 Canberra Avenue, St Leonards
Proposed Mixed-Use Development
Sustainable Travel and Access Plan (STrAP)

Client Name: Hyecorp Property Group
Reference: 21144
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Transport Strategies

Contents

APPENDICES

1.0 Introduction

This Sustainable Travel and Access Plan (Strap) has been prepared to accompany a Development Application to Lane Cove Council for a proposed mixed-use development at 13-19 Canberra Avenue, St Leonards.

This (STrAP) has been prepared in satisfaction of Section 5 – Access of LCDCP 2009 Part C Residential Localities – Locality 8 – St Leonards South Precinct.

The site is located on the western side of Canberra Avenue and comprises a consolidation of 4 existing dwelling allotments. The development proposal involves the demolition of the existing buildings and the construction of a new mixed-use residential building with 102 apartments, a childcare centre, and 4-level basement car parking.

The St Leonards centre has experienced a significant reinvigoration with a new child care centre and residential apartment development occurring as part of the urban consolidation process. The centre benefits from the significant attributes of excellent rail and bus transport as well as employment opportunities and nearby shopping and entertainment facilities.

2.0 Proposed Development

The proposed development scheme involves the demolition of existing buildings and excavation of the site to construct 19 storeys building over a 4-level basement car park.

The current alterations and Additions DA proposal is for provision of five additional storeys with additional 24 units (including 23 affordable housing units). This results in a total of 102 units.

The proposed development will comprise:

Residential (9,968m^2 GFA)
One studio
33 x one-bedroom apartments (including 7 adaptable units and 14 affordable units)
24 x two-bedroom apartments (including 4 adaptable units and 7 affordable units)
43 x three-bedroom apartments (including 6 adaptable units and 2 affordable units)
1 x five-bedroom apartment
Total: 102 dwellings (including 17 adaptable units and 23 affordable units)
Childcare Centre (428m^2 GFA)
60 children

- 12 babies aged 0-2
- 20 toddlers aged 2-3
- 28 pre-schoolers aged 3-5

14 employees

Retail
40m^2 GFA

Vehicle access will be located on Canberra Avenue at the south-eastern boundary.

A total of 140 car spaces, in addition to 10 motorcycle and 41 bicycle spaces, is proposed within the 4-level basement carpark in the following breakdown:

- 101 x resident spaces (including 20 accessible space)
- 17 x visitor spaces (including 2 accessible space)
- 7 x childcare staff spaces
- 10 x childcare spaces (including 1 accessible space)

- 1 x retail space (including 1 accessible space)
- 2 x car wash space
- 2 x car share spaces

Architectural details of the development proposal are provided on the plans prepared by SJB Architects and Hyecorp, reproduced in Appendix A.

3.0 Sustainable Transport

3.1 Existing Public Transport Services

The site is well-serviced by a public transport network, with the nearest bus stop is located at 280m walking distance from the site along Pacific Highway northeast of the site. This bus stop is serviced by the following bus routes:

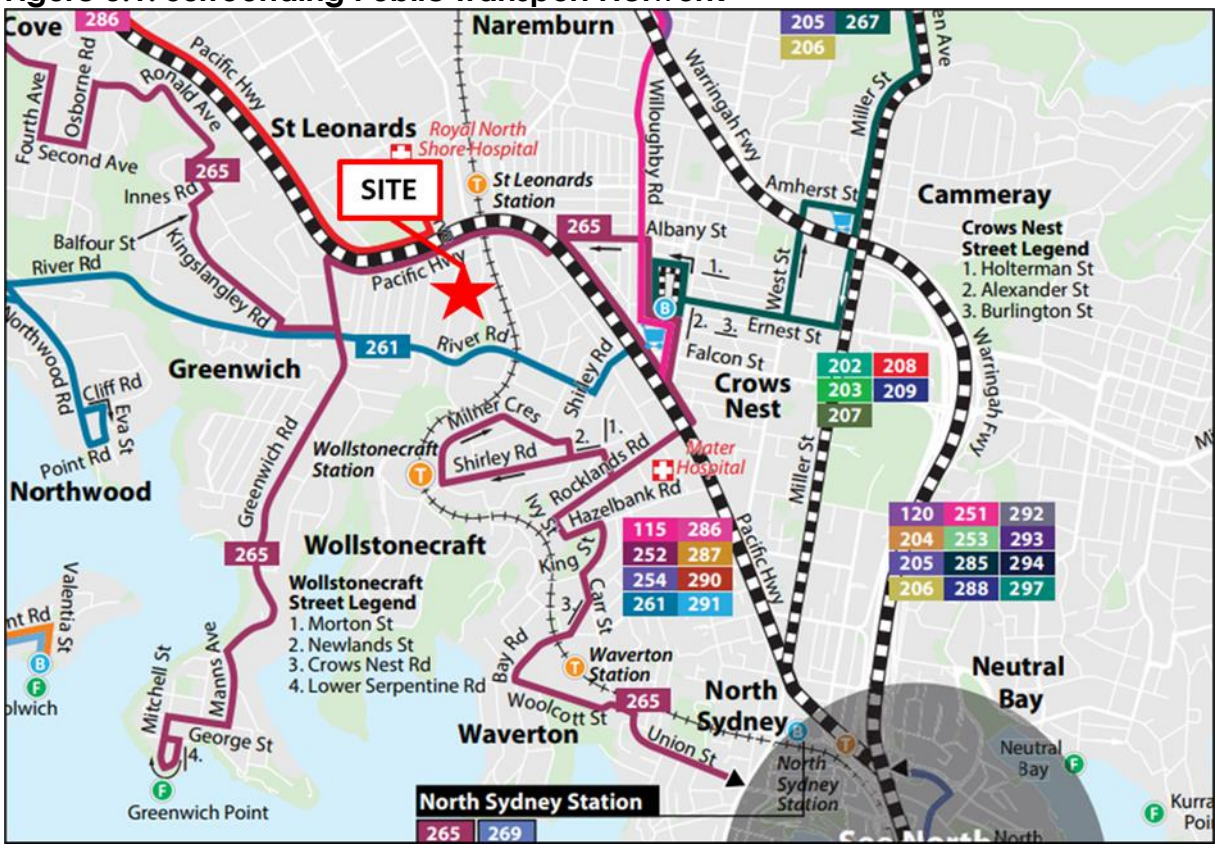
- 252 – Gladesville to City King Street Wharf via North Sydney
- 254 – Riverview to McMahons Point via North Sydney
- 265 – Lane Cove to North Sydney via Greenwich
- 286 – Denistone East to Milsons Point via St Leonards & North Sydney
- 287 – Ryde to Milsons Point via St Leonards & North Sydney
- 290 – Epping to City Erskine St via North Sydney (Night Service)
- 291 – Epping to McMahons Point via North Sydney
- 320 – Green Square to Gore Hill
- 602X – Bella Vista Station to North Sydney (Express Service)
- 612X – Castle Hill to North Sydney (Express Service)
- 622 – Dural to Milsons Point via Cherrybrook
- 114 – Balmoral to Royal North Shore Hospital
- 144 – Manly to Chatswood via St Leonards
- 200 – Bondi Junction to Gore Hill
- N90 – Hornsby to City Town Hall via Chatswood (Night Service)
- N91 – Bondi Junction to Macquarie Centre via City Town Hall (Night Service)

Other bus stops within 350m walking distance southwest along River Road from the site are serviced by the following bus route no. 261 which provide connections between Lane Cove to City King Street Wharf via Longueville.

St Leonards Train Railway Station, within a 7-minute walk or 450m north of the site, is serviced by T1 – North Shore & Western Line, T9 – Northern Line, and Central Coast & Newcastle Line.

Details of the surrounding public transport services Train are illustrated in Figure 3.1 and provided in Appendix B.

Figure 3.1: Surrounding Public Transport Network

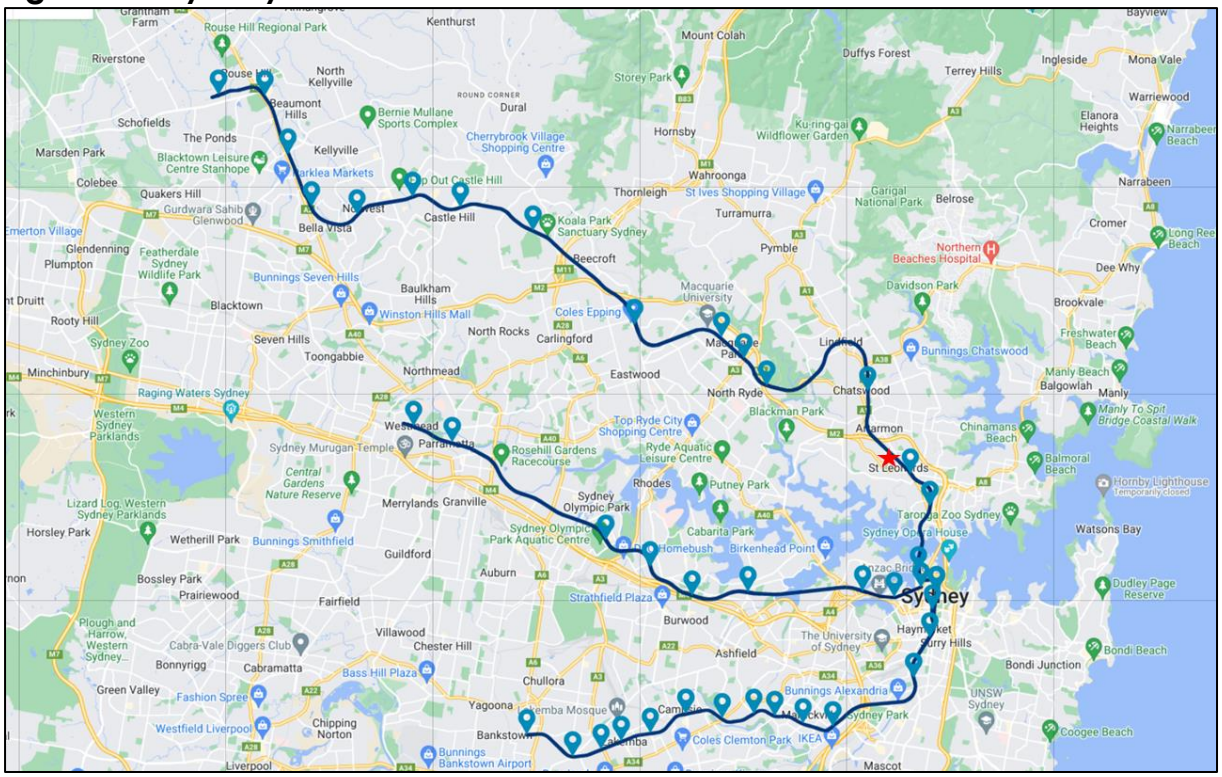


Future Crows Nest Sydney Metro Station

The site is within 400m of the Crows Nest Metro Station, which is currently under construction as part of the Sydney Metro City and Southwest Line. After completion in 2024, this station will provide metro trains every four minutes during peak hours and connect the area to Sydney Central Business District, Northwest Sydney, and Southwest Sydney. The site is expected to benefit greatly from the Sydney Metro project, given the increased incentives to travel by train on the regular fast service.

The station locations and rail alignment of the Sydney Metro are shown in Figure 3.2.

Figure 3.2: Sydney Metro Route



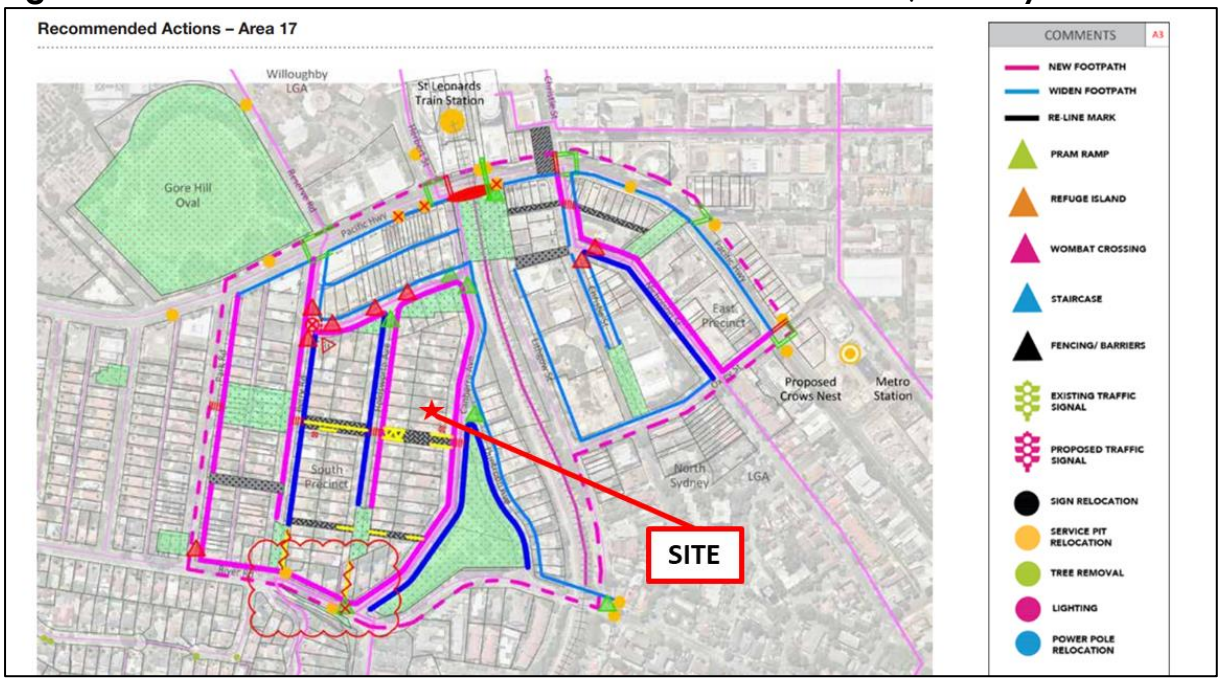
3.2 Walking and Cycling Infrastructures

The site provides a high-level pedestrian connectivity to public transport services and the surrounding residential and commercial precincts. There are generally established and wide pedestrian footpaths on both sides of the local road network in the vicinity of the site.

The signalised pedestrian crossings at the Pacific Highway intersecting with Reserve Road and Berry Road provide formal and safe crossing facilities between the site and nearby bus stops on Pacific Highway.

Parking & Traffic Consultants (ptc.), in conjunction with Lane Cove Council, prepared a Pedestrian Access and Mobility Plan (issued 2018) which recommended actions for pedestrian and cyclist in Area 17 in the Precinct. (see Figure 3.3).

Figure 3.3: Recommended Actions – Area 17 for Pedestrian, and Cyclist



The site is well situated within Sydney's cycle network, with cycle routes surrounding the site with the nearest route along River Road to the south of the site. The bicycle network surrounding the site is shown in Figure 3.4. The bike plan developed by Lane Cove Council in 2019 proposes a new shared path along Canberra Avenue, Holdsworth Avenue, and Berry Road providing east-west connections for cyclists. Figure 3.5 illustrates the recommended bicycle network upgrade in St Leonards South & East Precinct presented in the Council Bike Plan. The site is expected to benefit from new shared user paths (SUP). These new SUP routes will aid in improving safety, convenience, and mobility for cyclists.

Figure 3.4: Existing Surrounding Cycling Routes

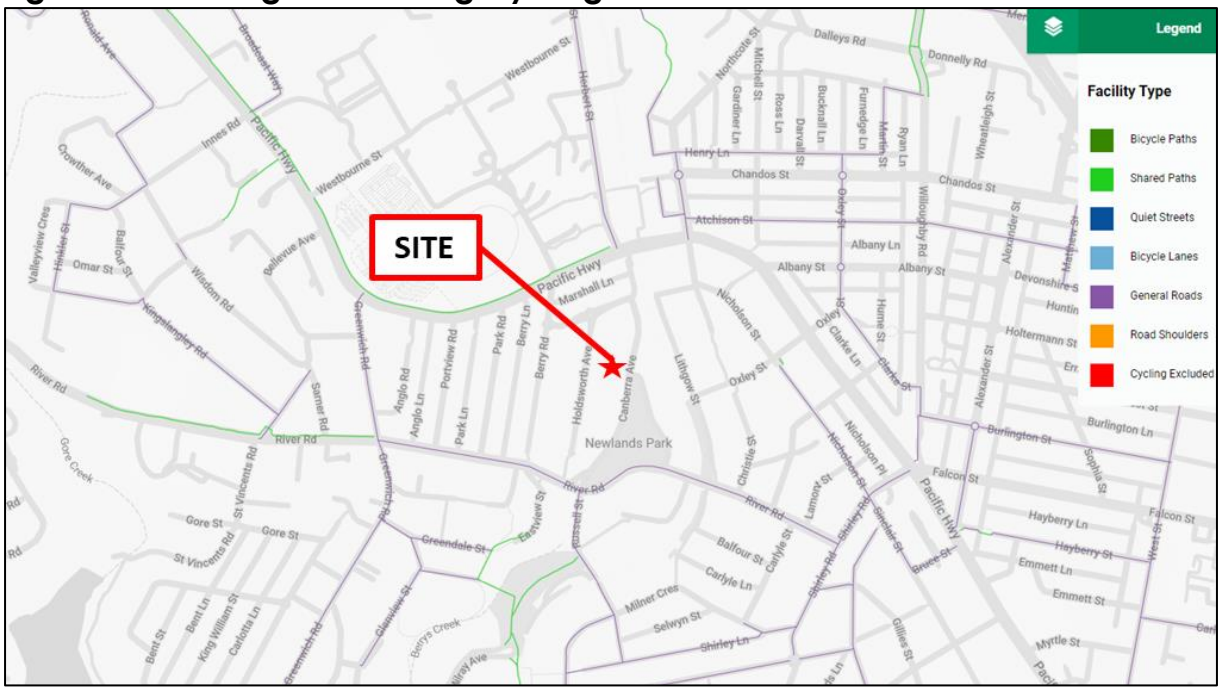
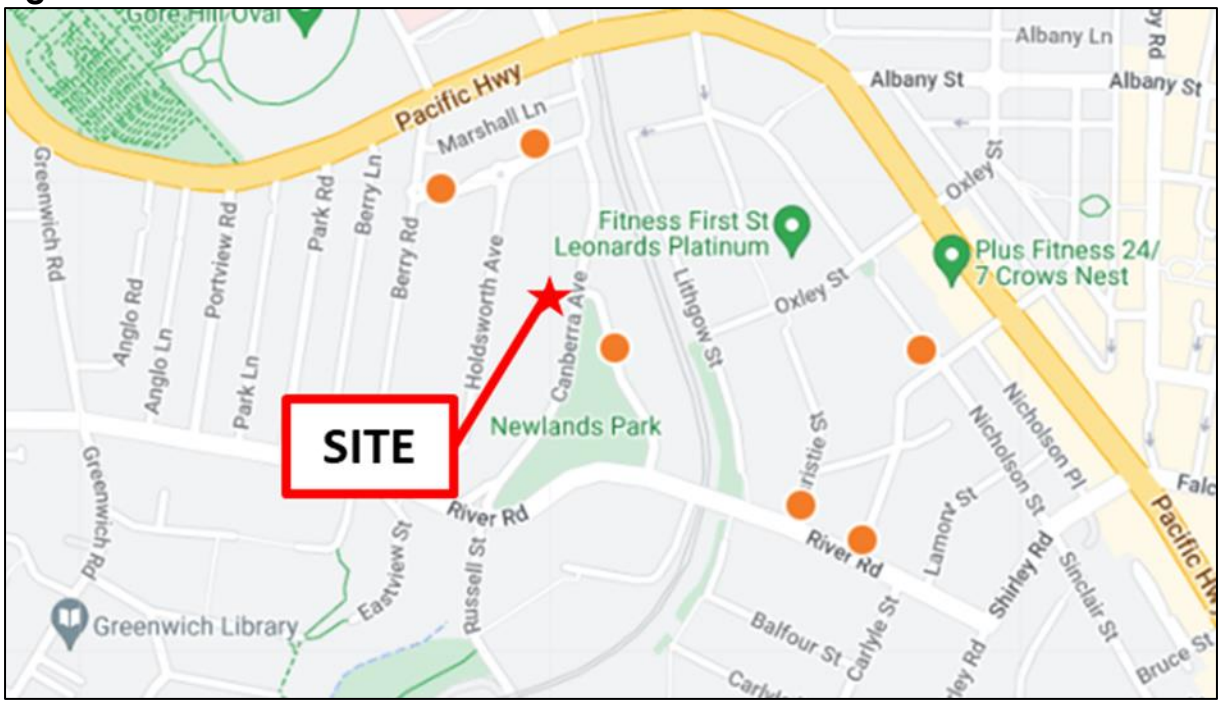


Figure 3.5: Recommended Bicycle Network Upgrade in St Leonards South & East Precinct (Source: St Leonards Cumulative Transport and Accessibility Study)

3.3 Local Car Share

Six GoGet car sharing pods are located within walking distance of the site. The nearest pod is located 1-minute or 100m walking distance east of the site (see Figure 3.6) along Duntroon Avenue.

Figure 3.6: GoGet Pod location



When completed, the development will provide 2 shared cars within the basement carpark to provide an economical alternative to car ownership for residents and businesses. Car sharing also helps to reduce the number of cars on the road and alleviates problems associated with traffic congestion in the road network.

4.0 Green Travel Plan

4.1 Introduction

Transport is a necessary part of life which has effects that can be managed. There is a current major focus on improving transport services as well as cycling facilities and provisions for pedestrians on the site. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure a strong and prosperous site.

The existing and proposed infrastructure in the Centre forms a major part of the initiatives to encourage the reduction of vehicle transport use. However, a Green Travel Plan will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on private cars. It will make apparent, encourage, and support residents/tenants, staff, and visitors to travel in a more sustainable way. GTPs can provide both:

- measures which encourage reduced car use
- measures which encourage or support sustainable travel, reduce the need to travel, or make travelling more efficient

"Active transport" includes travel by foot, bicycle, and other non-motorised vehicles. The use of public transport is also included in the definition as it often involves some walking or cycling to pick-up to and from drop-off points.

4.2 Objectives

The aim of the GTP is to bring about better transport arrangements for the residents, staff, and visitors. The key objectives of the GTP are to encourage:

- walking
- cycling
- the use of public transport
- reduced use of private vehicles
- where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours, not using cars for short-distance trips when alternative public transport is available, etc.

The introduction of this GTP will:

- advise the wider travel choices
- help identify transport means which will result in them being healthier, fitter, and more productive
- provide equal opportunities by supporting those without access to a car
- aim to reduce congestion and provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely

It is the objective of this GTP to encourage sustainable transport means which could result in the following benefits:

- higher mode share targets
- greenhouse gas emission reductions and carbon footprint minimisation
- healthy living (those living, working, and visiting the site)
- social equity and reduction in social exclusion
- improve knowledge and contribute to learning

5.0 Modal Shift

5.1 Introduction

The location of the site, in terms of its close proximity to a wide range of sustainable transport, is a key attribute of the development. The approved development will capitalise upon and will enhance these links.

The travel plan will then put in place measures to further influence the travel patterns of those people residing, visiting, or working on the site with a view to encouraging a modal shift away from cars. The measures provided in this GTP, and their success can inform the travel plans for subsequent developments within the precinct.

5.2 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.1.

The below plan will be implemented and monitored by a Travel Plan Coordinator (TPC) who will be employed by the strata management.

General & Communications Actions

Action	Timeline	Responsibility
Promotion including: • Display boards in prominent locations to show public transport maps • An events calendar – 3-4 events per year. Best in conjunction with state-wide events such as Ride to Work Day, World Environment Day, National Walk to Work Day, etc.	Prior to occupation	TPC
A quarterly newsletter including; • News, events, and articles on the environment, health, and fitness • Remind staff that they don't always need to walk in the shoes they wear for work - these can be left at work, and staff can come in trainers • Outline new initiatives and how residents and staff can access them or get involved • Information regarding up-and-coming events • Information around the numerous health and financial benefits of participating in	4 times a year	TPC

Action	Timeline	Responsibility
more sustainable transport options. Including better work life balance, reduced transport costs, reduced sick days due to ill health, and improved culture and morale.		

Walking

Action	Timeline	Responsibility
Produce a map for residents, staff, and visitors showing safe walking routes to and from the site with times and distances to surrounding local facilities (i.e., shops, bus stops)	Prior to occupation, quarterly on the newsletter	TPC
Have some Walk to Work days encouraging residents and staff to travel by alternative means.	Quarterly	TPC

Cycling

Action	Timeline	Responsibility
Provide 41 new bicycle parking spaces in an easily accessible, undercover, well-lit, and secure.	Prior to Occupation	TPC
Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces.	Prior to Occupation	TPC
Supply a workplace toolkit - this can consist of puncture repair equipment, a bike pump, a spare lock, and lights.	Prior to Occupation	TPC
Participate in annual events such as 'Ride to Work Day.'	Annually	TPC
Provide panniers/backpacks to staff committed to riding to work.	Prior to Occupation	TPC

Public Transport

Action	Timeline	Responsibility
Develop a map showing public transport routes.	Circulated to all new staff prior to occupation	TPC
Put up a noticeboard with information and maps showing the main public transport routes to and from the site.	Prior to occupation	TPC

Incentive

Action	Timeline	Responsibility
• Introduce charges for car parking and use money raised for public transport initiatives. • Provide sustainable transport allowances for staff who surrender car parking permits. • Offer cash incentives for staff willing to give up car parking spaces	To be reviewed when the car parking is fully occupied	TPC

Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges throughout the year, such as Ride to Work Day, World Environment Day, National Walk to Work - Day, car-free days, step challenges and points challenges, etc.	Throughout the year	TPC

5.3 Site Specific Measures

The approved development incorporates the following measures to encourage more sustainable travel use among residents/tenants, visitors, staff, and supplier/service personnel:

- Appoint a Travel Plan Coordinator (TPC) to ensure the successful implementation and monitoring of the GTP.
- Create a site-specific GTP website and an introduction to the GTP, setting out its purpose and objectives.
- Encouragement of the use of shared cars
- Bicycle purchase assistance schemes with interest-free loans for bicycle purchases, cycle equipment purchases, etc.
- Implementation of a subsidised bicycle share membership plan such as Lime, Mobike, and oBike.
- The provision of 41 bicycle spaces is in accordance to DCP requirements for staff, tenants, and visitors
- Provision of workplace toolkits, including puncture repair equipment and, bicycle pumps and a bicycle repair station.
- Promote bicycle-friendly shops in St Leonards. A loyalty card program could

be organised between staff who cycle and cafes/shops.

- The provision of good quality, accurate, and useful directional signage to promote walking and cycling is essential, and it is proposed that this is provided stating times to destination in minutes taken as well as distances in half kilometres.

- Provision of newsletter or email with links to public transport travel information and car share sites, Live NSW traffic, and public transport conditions to ensure that travel information is always up to date

- Provide interactive timetables on-site to promote public transport usage.

- Allow for access to umbrellas and ponchos in case of wet weather.

- Provision of a Transport Access Guide (TAG), which should be given to every staff and regular visitor. The TAG should include public transport timetables, stop/ station locations, walking times/ distances, etc.

- Implementation of a rideshare system, which could include encouraging staff to participate in a peak-hour carpooling club to drive to a nearby station (with higher train frequencies) or common work location during the peak hours. This may be coordinated by a 'transport champion,' an appointed worker, a building manager, or a formally appointed TPC.

- Provide an access pack to all new residents/tenants/staff, including the transport access guide, the free opal cards, free car share membership, and information on sustainable travel facilities and initiatives. Every resident and staff's welcome pack will not only include the TAG and brochure, which would give detailed information about how to travel to and from the site by means other than the car, but also an information sheet explaining how to use the facilities/incentives provided.

- All rooms will be provided with high-quality NBN telecommunication points, which will provide residents with the opportunity to "work from home" or "study from home," thus reducing the need to travel.

- A half-yearly newsletter could be provided for up to two years after occupation, bringing the latest news on sustainable travel initiatives in the area.

It is also important to note that the development layout will provide detailed "wayfinding" information to assist residents/staff/visitors to be directed to suitable public transport facilities.

The provision of good quality, accurate, and useful directional signing to

promote walking and cycling is essential, and it is proposed that this is provided stating times to destination in minutes taken as well as distances in half kilometres. In addition, the signage will promote links to local services. These measures would form the framework of the GTP, and with this framework in place, the plan is to be managed as described in Section 6.

6.0 Management of the Plan

It is proposed that the GTP will be subject to ongoing monitoring to ensure that it is achieving the desired benefits or to modify it if required. It is not possible at this stage to state what additional modifications might be made, as this will be dependent upon the particular circumstances arising from time to time.

6.1 Monitoring

It will be important to monitor the GTP to ensure that travel mode targets are met and the maximum benefits are being gained.

A GTP Coordinator for the development will be nominated by the Strata management, and this Committee will be responsible for developing, implementing, and monitoring the GTP. The Committee will be established when occupation commences.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the site. The survey will be conducted online with the information helping inform GTPs of subsequent changes and upgrades.

It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide feedback to residents and staff to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits available, and provide information about the alternatives to reliance on private car travel.
- **Commitment** – GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve cooperation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.

- **Consensus** – It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme, and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for residents and staff to inform them of sustainable travel initiatives.

The TP coordinator is to survey the bicycle and motorcycle parking areas and record their capacity quarterly. This information will advise the potential need for further bicycle parking spaces, which is estimated to be available due to the anticipated minimal usage of the large motorcycle parking area.

6.2 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating travel patterns and publicising the positive outcomes of the plan.

It is therefore proposed that within 3 months of occupation of the new development and from a yearly basis thereafter, a travel survey will be conducted. The results of the travel survey will indicate the existing desired travel modes used by staff and residents. In this way, the coordinator will be able to examine the success of the TP and make appropriate recommendations in improving the TP outcome.

6.3 Evaluation of Targets

It is therefore proposed that within 3 months of substantial occupation, a travel survey will be conducted. A travel questionnaire (see example overleaf) can be conducted for residents/tenants, staff, and visitors.

The first study provides a baseline for travel planning, while subsequent travel surveys would be reported yearly to inform any weakness or strength in the current travel plan. Based on the review, the travel plan should be refined to reflect changing circumstances.

Sample Survey

1. What is the postcode of your place of residence/employment? _____

2. How do you travel to work?
   a) Walk/run
   b) Bicycle
   c) Bus
   d) Train
   e) Combination of bus and train
   f) Drive a car
   g) The passenger in a car
   h) Others _____

3. What time do you usually leave and arrive at work in the morning? _____

4. What time do you usually leave and arrive home in the afternoon? _____

5. Do you use your car for work trips during the day?
   a) Yes
   b) No

6. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work near you?

   a) Yes – walking group (Email:_____)

   b) Yes – cycling group (Email:_____)

   c) Yes – carpool driver (Email:_____)

   d) Yes – carpool passenger (Email:_____)

Whilst these targets have been set and though limited parking supply is available, and a range of measures have been provided in the travel plan to persuade residents/tenants, staff and visitors to participate in sustainable travel, it is not possible to guarantee that these modal split targets will be achieved. These targets will provide a good indication of travel modes and potentially enable a conversion in motorcycle to bicycle spaces, improving the sustainability of the development.

6.4 Existing Travel Circumstance

Existing Transport Condition Report, St Leonards and Crows Nest Station Precinct Transport Study, dated 24 May 2017, prepared by Cardno, provides the indication of existing residents/ tenants/ staff travel patterns for the St Leonards locality.

A summary of the current mode shares is shown as follows:

Mode of Travel	Resident/ Tenant	Staff
Train	48%	32%
Bus	6%	7%
Walk	15%	5%
Car Driver/Car Passenger	29%	53%
Other (Bicycle, Motorcycle, Taxi, Car Share)	2%	3%
Total	**100%**	**100%**

6.5 Modal Share Targets

With the high-frequency bus and light rail services, the approved development could proactively pursue initiatives to accommodate public transport users.

This will contribute to significantly reducing the reliance of private cars as the primary form of transport.

Recognising the changing nature of the area as part of the site redevelopment and light rail services, the desirable Mode Share target as indicated in St Leonards Cumulative Transport and Accessibility Study; Lane Cove Council; 28/09/2017; prepared by ptc., are summarised in the following:

Mode of Travel	Resident/ Tenant	Staff
Train	56%	52%
Bus	6%	7%
Walk	19%	13%
Car Driver/Car Passenger	15%	20%
Other (Bicycle, Motorcycle, Taxi, Car Share)	4%	8%
Total	100%	**100%**

Surveys undertaken within 3 months of occupation will be able to assess whether these targets have been met.

Whilst these targets have been set and though limited parking supply is available, and a range of measures have been provided in the travel plan to persuade residents, visitors and staff, to use sustainable travel, it is not possible to guarantee that these modal split targets will be achieved.

The measures proposed will be taken up by the purchaser as a matter of free choice and this modal choice is beyond the Strata management. The survey results will, however, give an indication of the more popular measures which can then be concentrated upon in GTPs.

Transport Strategies

Appendix A
Architectural Plans

AREA 7

EAST-WEST PEDESTRIAN LINK

AREA 5

AREA 3

1 DA-0601

DEEP SOIL ZONE

DEEP SOIL ZONE

12100 SETBACK TOWER

CAR PARKING SCHEDULE

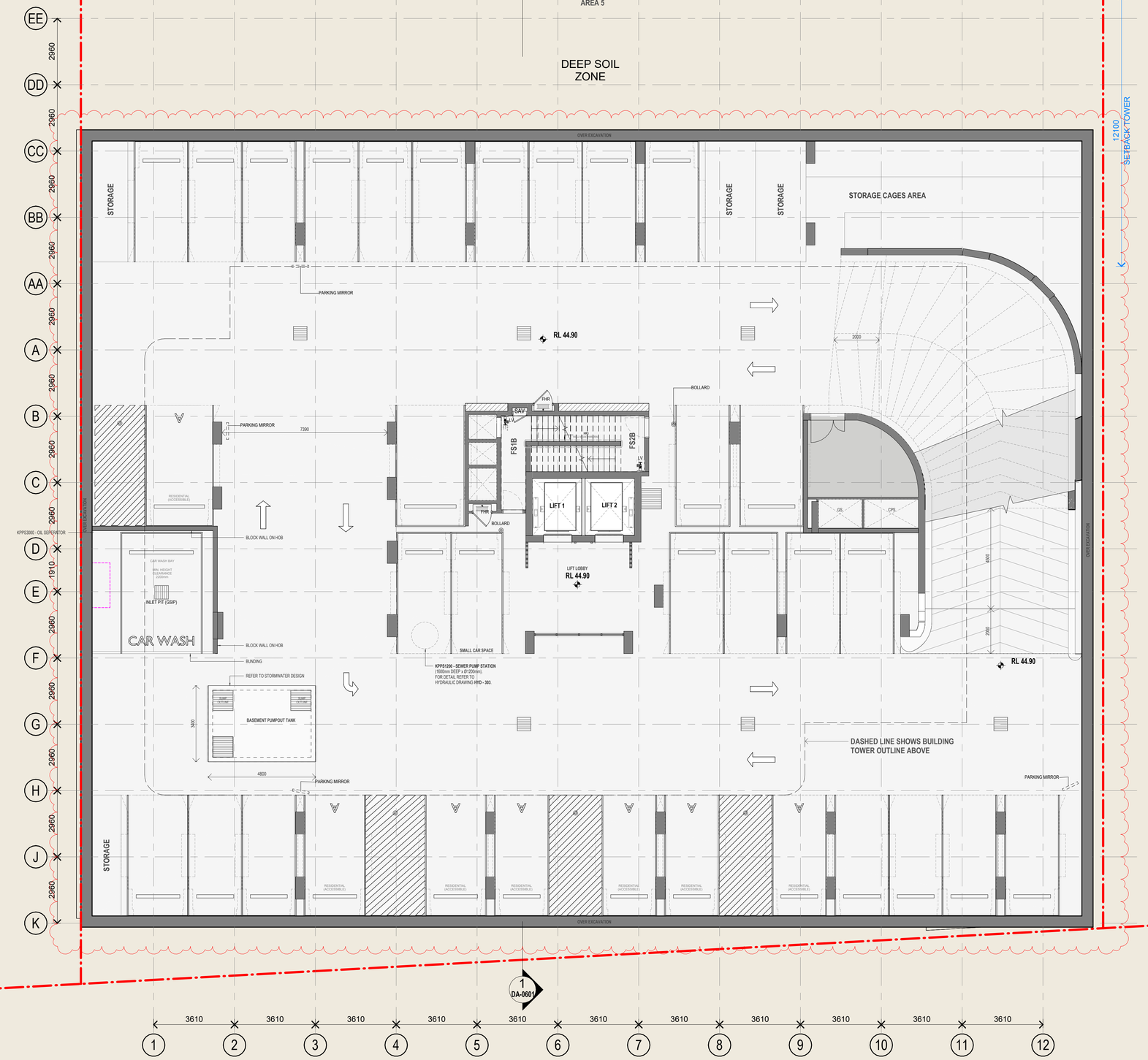
TYPE	COUNT
BASEMENT 4	
RESIDENTIAL	22
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	33
BASEMENT 3	
RESIDENTIAL	24
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	35
BASEMENT 2	
RESIDENTIAL	23
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	6
RETAIL ACCESSIBLE	1
VISITOR PARKING	1
	35
BASEMENT 1	
CHILDCARE	9
CHILDCARE ACCESSIBLE	1
CHILDCARE STAFF	7
SHARED	2
VISITOR ACCESSIBLE	2
VISITOR PARKING	14
	35
Grand total	138

BICYCLE PARKING SCHEDULE

TYPE	LEVEL	COUNT
BIKE PARKING - RESIDENT	BASEMENT 2	4
BIKE PARKING - RESIDENT	BASEMENT 1	23
BIKE PARKING - VISITOR	GROUND FLOOR	8
		35
Grand total		35

MOTORBIKE PARKING SCHEDULE

TYPE	LEVEL	COUNT
MOTORCYCLE		
MOTORBIKE 1200X2500	BASEMENT 3	3
MOTORBIKE 1200X2500	BASEMENT 2	7
		10
Grand total		10



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DA36	24/09/2021	FINAL DRAFT FOR DA	LL	AH
DA37	28/09/2021	FINAL DRAFT FOR DA	LL	AH
DA40	08/10/2021	FINAL DRAFT FOR DA	LL	AH
DA42	13/10/2021	FOR DA APPLICATION	LL	AH
DA45	29/04/2022	RESPONSE TO RFI	LL	AH
DA49	14/10/2022	FOR S4.55 MODIFICATION	AR	MS
DA50	18/11/2022	ISSUED FOR MOD3	AR	ST
DA51	27/07/2023	ISSUED FOR MOD 6	RP	ST
DA66	27/03/2024	ISSUED FOR MOD	TK	ST

Client
HYECORP

Project
13-19 Canberra Ave, St Leonards

Drawing Name
FLOOR PLAN B4

Date	Scale	Sheet Size
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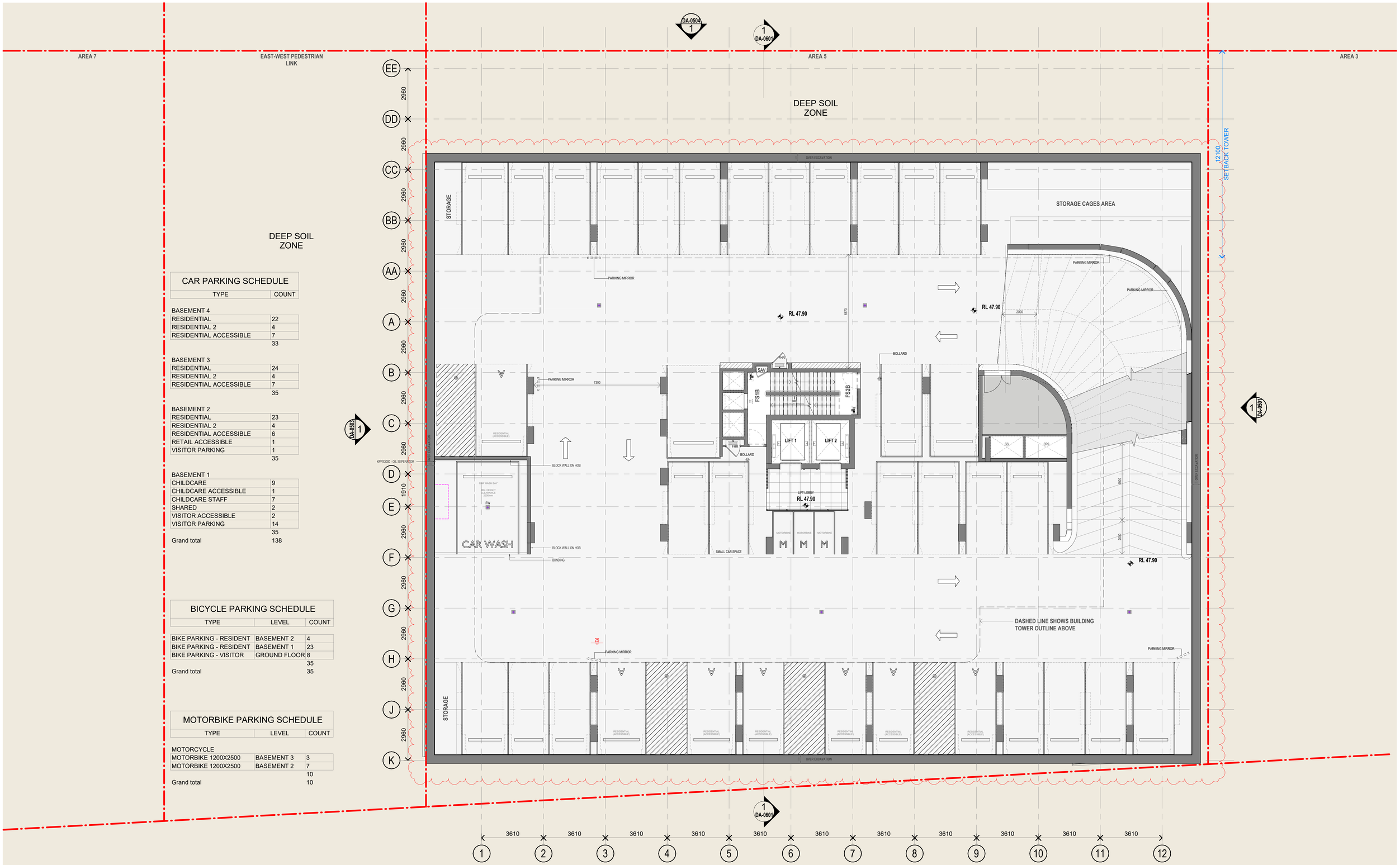

CAR PARKING SCHEDULE

TYPE	COUNT
BASEMENT 4	
RESIDENTIAL	22
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	33
BASEMENT 3	
RESIDENTIAL	24
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	35
BASEMENT 2	
RESIDENTIAL	23
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	6
RETAIL ACCESSIBLE	1
VISITOR PARKING	1
	35
BASEMENT 1	
CHILDCARE	9
CHILDCARE ACCESSIBLE	1
CHILDCARE STAFF	7
SHARED	2
VISITOR ACCESSIBLE	2
VISITOR PARKING	14
	35
Grand total	138

BICYCLE PARKING SCHEDULE

TYPE	LEVEL	COUNT
BIKE PARKING - RESIDENT	BASEMENT 2	4
BIKE PARKING - RESIDENT	BASEMENT 1	23
BIKE PARKING - VISITOR	GROUND FLOOR	8
		35
Grand total		35

MOTORBIKE PARKING SCHEDULE

TYPE	LEVEL	COUNT
MOTORCYCLE		
MOTORBIKE 1200X2500	BASEMENT 3	3
MOTORBIKE 1200X2500	BASEMENT 2	7
		10
Grand total		10

Nominated Architects: Adam Haddow-7188 | John Pradel-7004

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Rev	Date	Revision	By	Chk.
DA32	03/09/2021	FINAL DRAFT FOR DA	LL	AH
DA36	24/09/2021	FINAL DRAFT FOR DA	LL	AH
DA37	28/09/2021	FINAL DRAFT FOR DA	LL	AH
DA40	08/10/2021	FINAL DRAFT FOR DA	LL	AH
DA42	13/10/2021	FOR DA APPLICATION	LL	AH
DA45	29/04/2022	RESPONSE TO RFI	LL	AH
DA49	14/10/2022	FOR S4.55 MODIFICATION	AR	MS
DA50	18/11/2022	ISSUED FOR MOD3	AR	ST
DA51	27/07/2023	ISSUED FOR MOD 6	RP	ST
DA66	27/03/2024	ISSUED FOR MOD	TK	ST

Client

HYECORP

Project

13-19 Canberra Ave, St Leonards

Drawing Name

FLOOR PLAN B3

Date	Scale	Sheet Size
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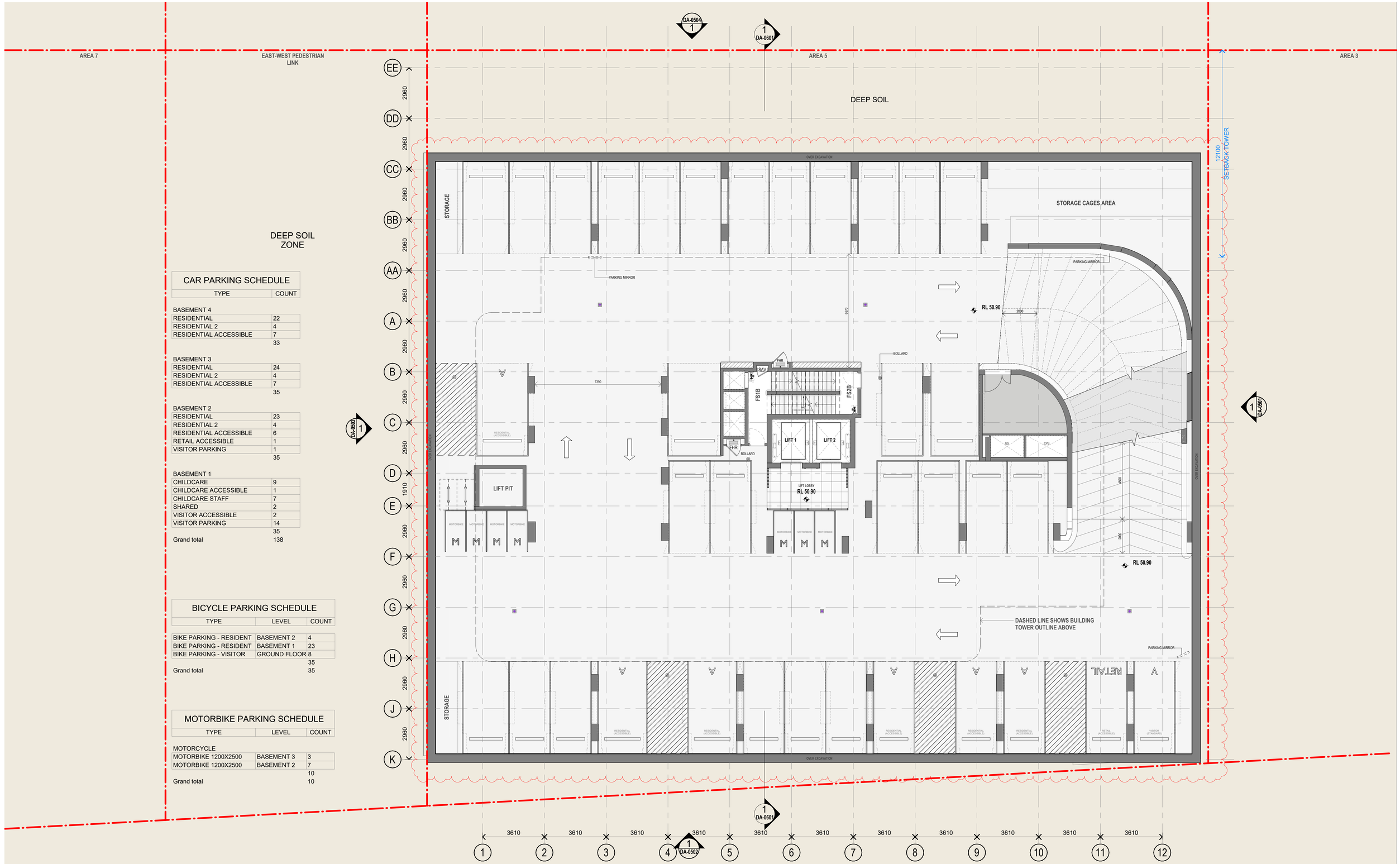
Drawing No.		Revision
DA-0202		/ DA66



DEEP SOIL ZONE

CAR PARKING SCHEDULE

TYPE	COUNT
BASEMENT 4	
RESIDENTIAL	22
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	33
BASEMENT 3	
RESIDENTIAL	24
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	35
BASEMENT 2	
RESIDENTIAL	23
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	6
RETAIL ACCESSIBLE	1
VISITOR PARKING	1
	35
BASEMENT 1	
CHILDCARE	9
CHILDCARE ACCESSIBLE	1
CHILDCARE STAFF	7
SHARED	2
VISITOR ACCESSIBLE	2
VISITOR PARKING	14
	35
Grand total	138

BICYCLE PARKING SCHEDULE

TYPE	LEVEL	COUNT
BIKE PARKING - RESIDENT	BASEMENT 2	4
BIKE PARKING - RESIDENT	BASEMENT 1	23
BIKE PARKING - VISITOR	GROUND FLOOR	8
		35
Grand total		35

MOTORBIKE PARKING SCHEDULE

TYPE	LEVEL	COUNT
MOTORCYCLE		
MOTORBIKE 1200X2500	BASEMENT 3	3
MOTORBIKE 1200X2500	BASEMENT 2	7
		10
Grand total		10

Nominated Architects: Adam Haddow-7188 | John Pradel-7004

0 1 2 5m
1:100 @A1

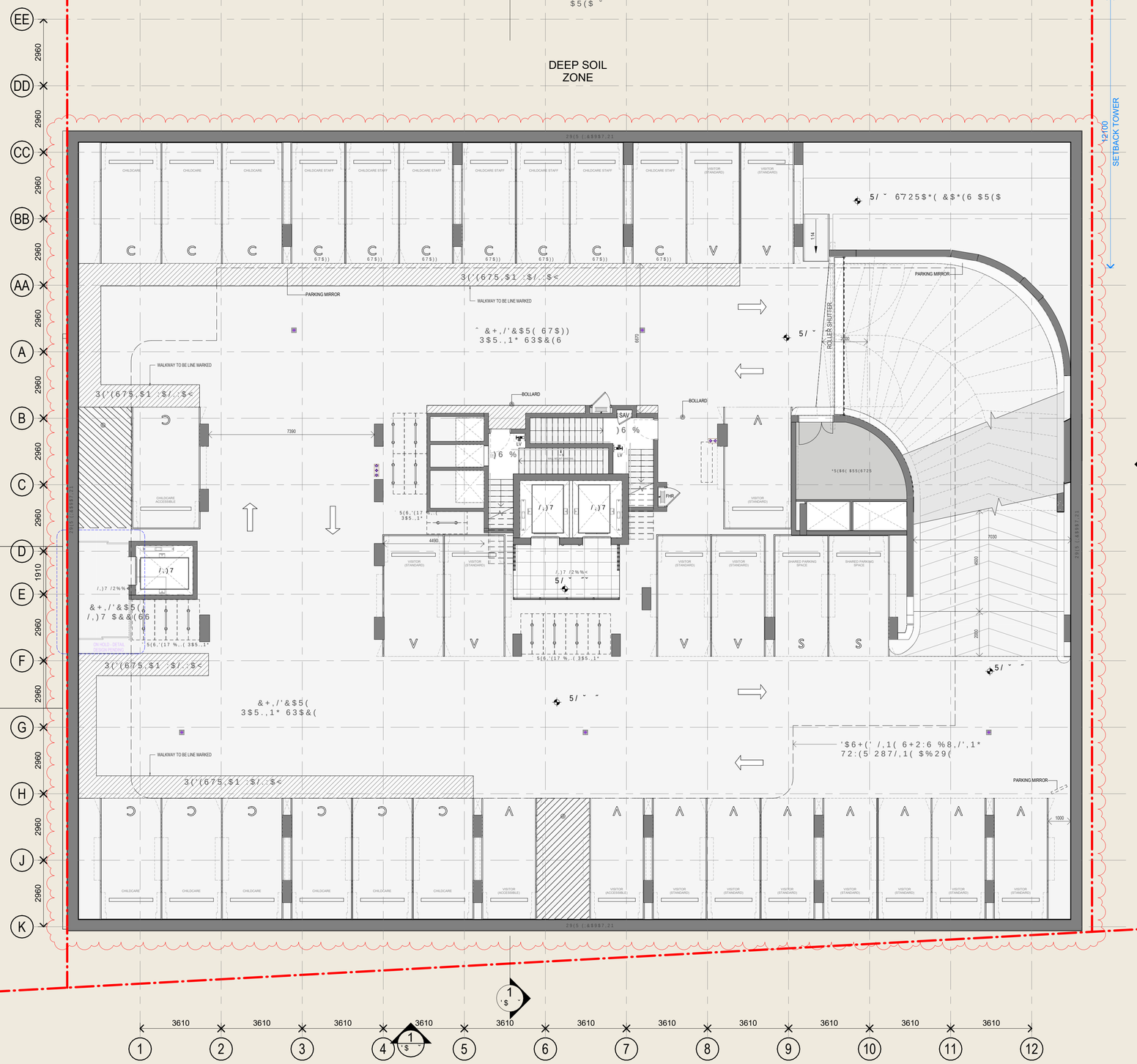
Rev	Date	Revision	By	Chk.
DA32	03/09/2021	FINAL DRAFT FOR DA	LL	AH
DA36	24/09/2021	FINAL DRAFT FOR DA	LL	AH
DA37	28/09/2021	FINAL DRAFT FOR DA	LL	AH
DA40	08/10/2021	FINAL DRAFT FOR DA	LL	AH
DA42	13/10/2021	FOR DA APPLICATION	LL	AH
DA45	29/04/2022	RESPONSE TO RFI	LL	AH
DA49	14/10/2022	FOR S4.55 MODIFICATION	AR	MS
DA50	18/11/2022	ISSUED FOR MOD3	AR	ST
DA51	27/07/2023	ISSUED FOR MOD 6	RP	ST
DA66	27/03/2024	ISSUED FOR MOD	TK	ST

Client
HYECORP

Project
13-19 Canberra Ave, St Leonards

Drawing Name
FLOOR PLAN B2

Date	Scale	Sheet Size
27/03/2024	1 : 100	@ A1
Drawn	Chk.	Job No.
TK	MS	6429
Drawing No.		Revision
DA-0203		/ DA66



CAR PARKING SCHEDULE

TYPE	COUNT
BASEMENT 4	
RESIDENTIAL	22
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	33
BASEMENT 3	
RESIDENTIAL	24
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	7
	35
BASEMENT 2	
RESIDENTIAL	23
RESIDENTIAL 2	4
RESIDENTIAL ACCESSIBLE	6
RETAIL ACCESSIBLE	1
VISITOR PARKING	1
	35
BASEMENT 1	
CHILDCARE	9
CHILDCARE ACCESSIBLE	1
CHILDCARE STAFF	7
SHARED	2
VISITOR ACCESSIBLE	2
VISITOR PARKING	14
	35
Grand total	138

BICYCLE PARKING SCHEDULE

TYPE	LEVEL	COUNT
BIKE PARKING - RESIDENT	BASEMENT 2	4
BIKE PARKING - RESIDENT	BASEMENT 1	23
BIKE PARKING - VISITOR	GROUND FLOOR	8
		35
Grand total		35

MOTORBIKE PARKING SCHEDULE

TYPE	LEVEL	COUNT
MOTORCYCLE		
MOTORBIKE 1200X2500	BASEMENT 3	3
MOTORBIKE 1200X2500	BASEMENT 2	7
		10
Grand total		10

0 1 2 5m
1:100 @A1

Rev	Date	Revision	By	Chk.
DA32	03/09/2021	FINAL DRAFT FOR DA	LL	AH
DA36	24/09/2021	FINAL DRAFT FOR DA	LL	AH
DA37	28/09/2021	FINAL DRAFT FOR DA	LL	AH
DA40	08/10/2021	FINAL DRAFT FOR DA	LL	AH
DA42	13/10/2021	FOR DA APPLICATION	LL	AH
DA45	29/04/2022	RESPONSE TO RFI	LL	AH
DA49	14/10/2022	FOR S4.55 MODIFICATION	AR	MS
DA50	18/11/2022	ISSUED FOR MOD3	AR	ST
DA51	27/07/2023	ISSUED FOR MOD 6	RP	ST
DA66	27/03/2024	ISSUED FOR MOD	TK	ST

Client
HYECORP

Project
13-19 Canberra Ave, St Leonards

Drawing Name
FLOOR PLAN B1

Date	Scale	Sheet Size
27/03/2024	1 : 100	@ A1
Drawn	Chk.	Job No.
TK	MS	6429
Drawing No.		Revision
DA-0204		/ DA66

AREA 7

AREA 5

AREA 3

EAST-WEST PEDESTRIAN LINK

DEEP SOIL

DEEP SOIL ZONE

EAST-WEST LINK TO LANDSCAPE ARCHITECTS DRAWINGS

RAMP @ 1:14

RL 58.20

RL 58.00

CHILDCARE LIFT ZONE

CHILDCARE PEDESTRIAN LIFT ACCESS

RL 57.10

CHILDCARE CARPARK ENTRY

RL 57.57

RETAIL

RL 57.10

CARD READER

RL 57.80

METER CUPBOARDS

6 VISITOR BIKE PARKING

2.5m x 2m CLEAR SIGHT LINE ZONE

MRV LOADING SPACE

MRV CLEAR LOADING ZONE

MANAGER ROOM

RES. BIN HOLDING

RL 56.90

OSD EXCAVATION

BULKY GOODS STORAGE ROOM

RL 56.90

ELECTRICAL SWITCH ROOM

RL 56.90

POOL PUMP ROOM

DASHED LINE BUILDING TOWER OUTLINE

PARKING MIRROR

RAMP @1:8

RAMP @1:4

CHILDCARE / COMMUNITY WASTE ROOM

RETAIL BIN ROOM

GARBAGE CHUTE OVER

CHUTE ROOM

FS1A

FS1B

LIFT LOBBY

RL 56.90

LIFT 1

LIFT 2

LIFT LOBBY

RL 58.32

FS2A

FS2B

HYDRANT PUMP ROOM

VISITOR BIKE PARKING

CPS

OS

MECHANICAL TRANSFER ROOM

RL 59.00

MECH. TRANS. LOWER LEVEL

SPRINKLER PUMP ROOM

RL 58.70

FCR

GAS

CW

HW

LOBBY

RL 58.32

FIRE CONTROL ROOM

LIFT

G01

5 BED TH

99 m²

RL 58.28

G03

2 BED TH

66 m²

RL 58.28

KITCHEN

SUBSTATION

RL 59.46

MAIL BOXES

PARCEL CUPBOARD

BALC

39 m²

BALC

16 m²

OSD TANK UNDER TERRACE

RAINWATER TANK UNDER TERRACE

RL 58.26

RL 58.30

HYDRANT BOOSTER

DA-0504 1

DA-0601 1

DA-0502 1

DA-0501 1

EE DD CC BB AA A1 B1 C1 D1 E1 F1 G1 H1 J1 K1

1 2 3 4 5 6 7 8 9 10 11 12

2960 2960 2960 2960 2960 2960 2960 1910 2960 2960 2960 2960

3500 9300 2500 6980

3610 3610 3610 3610 3610 3610 3610 3610 3610 3610 3610

15270

Nominated Architects: Adam Haddow-7188 | John Pradel-7004

0 1 2 5m

1:100 @A1

Rev	Date	Revision	By	Chk.
DA35	20/09/2021	FOR INFORMATION	LL	AH
DA36	24/09/2021	FINAL DRAFT FOR DA	LL	AH
DA37	28/09/2021	FINAL DRAFT FOR DA	LL	AH
DA39	07/10/2021	GF UPDATE	LL	AH
DA40	08/10/2021	FINAL DRAFT FOR DA	LL	AH
DA42	13/10/2021	FOR DA APPLICATION	LL	AH
DA45	29/04/2022	RESPONSE TO RFI	LL	AH
DA49	14/10/2022	FOR S4.55 MODIFICATION	AR	MS
DA50	18/11/2022	ISSUED FOR MOD3	AR	ST
DA66	28/03/2024	ISSUED FOR MOD	TK	ST

Client

HYECORP

Project

13-19 Canberra Ave, St Leonards

Drawing Name

FLOOR PLAN GROUND

Date	Scale	Sheet Size
28/03/2024	1 : 100	@ A1
Drawn	Chk.	Job No.
TK	MS	6429
Drawing No.		Revision
DA-0205		/ DA66

Transport Strategies

Appendix B
Public Transport Provision

North West Sydney Bus Network Map - Effective: 12 December 2022

Busways

113	Chatswood to Royal North Shore Hospital via Pacific Hwy
115	Chatswood to City, Bridge St via North Sydney
120	Chatswood to City QVB (Loop Service)
202	Northbridge to City, Bridge St via North Sydney
203	Castlecrag to Milsons Point via North Sydney
204	Northbridge to City, Bridge St via Freeway
205	East Willoughby to City, Bridge St via Freeway
206	East Lindfield to City, Bridge St via Freeway
207	East Lindfield & Garden Village to City, Bridge St via North Sydney
208	East Lindfield & Garden Village to City, Bridge St via North Sydney
209	East Lindfield to Milsons Point via North Sydney
251	Lane Cove West to City, Wynyard via Freeway
252	Gladesville to City, King St Wharf via North Sydney
253	Riverview to City, Wynyard via Freeway
254	Riverview to McMahons Point
255	Chatswood to Colwell Cres (loop service)
256	Chatswood to Fullers Rd (loop service)
258	Chatswood to Mars Rd
259	Macquarie Centre to Chatswood via North Ryde
261	Lane Cove to City, King St Wharf via Longueville Rd
265	Lane Cove to North Sydney via Greenwich
267	Chatswood to Crows Nest
269	McMahon's Point (loop) via North Sydney Station & Kirribilli
275	Castlecrag to Chatswood
285	Lane Cove West, Mars Rd to City, Wynyard via Freeway
286	Denistone East to Milsons Point via St Leonards & North Sydney
287	Ryde to Milsons Point via St Leonards & North Sydney
288	Epping to City, Erskine St
290	Epping to City Erskine St via Macquarie University & North Sydney
291	Epping to McMahons Point
292	Marsfield to City, Erskine St via Macqurie Park
293	Marsfield to Wynyard via Lane Cove Tunnel & Freeway
294	Epping to Wynyard via Freeway
295	North Epping to Epping (loop service)
297	Denistone East to Wynyard via Tunnel & Freeway
501	Parramatta to Central, Pitt St via Victoria Rd
505	Woolwich to City, Town Hall
506	Macquarie University to City, Domain via East Ryde
507	Meadowbank to Gladesville & City, Hyde Park
513	Carlingford to West Ryde
515	Eastwood to Ryde
517	Macquarie Centre to Ryde
518	Macquarie University to Meadowbank Wharf
521	Parramatta to Eastwood
523	West Ryde to Parramatta
524	Ryde to Parramatta via West Ryde
525	Parramatta to Strathfield via Sydney Olympic Park
533	Sydney Olympic Park to Chatswood via Rhodes & North Ryde
536	Gladesville to Chatswood via Hunters Hill
538	Gladesville to Woolwich
540	Auburn to Newington
541	Epping to Eastwood
543	Eastwood to West Ryde
544	Macquarie Centre to Auburn via Eastwood
545	Parramatta to Macquarie Park (Lachlan's Estate)
546	Parramatta to Epping via Oatlands & North Rocks
549	Parramatta to Epping via North Rocks
550	Parramatta to Macquarie Park via Epping
551	Eastwood to Busaco Rd
552	Parramatta to Oatlands
553	North Rocks to Beecroft
500N	Parramatta to City, Hyde Park via Victoria Rd (Night Service)
500X	West Ryde to City, Hyde Park (Express Service)
N80	Hornsby to City, Town Hall via Strathfield (Night Service)
N81	Parramatta to City, Town Hall via Sydney Olympic Park (Night Service)
N90	Hornsby to City, Town Hall via Chatswood (Night Service)
N91	Bondi Junction to Macquarie Park via City, Town Hall (Night Service)

Via Lane Cove Tunnel: 293 297

Via Epping Road: 270 274 287 291 533 288 292

Chatswood Street Legend
1. Whitton Rd
2. Oliver Rd
3. Lone Pine Ave

Middle Cove Street Legend
1. Cowarrah Rd
2. Penshurst Dr

Newington Street Legend
1. Wilson Park 1-way
2. Avenue of Africa
3. Avenue of the Americas
4. Avenue of Europe
5. Avenue of Asia
6. Avenue of Oceania

West Ryde Street Legend
1. Perkins St
2. Chatham Rd
3. Anthony Rd
4. Marlow Ave
5. Ryedale Rd

Crows Nest Street Legend
1. Holterman St
2. Alexander St
3. Burlington St

Riverview Street Legend
1. College Rd South
2. Warrawong Rd

Wollstonecraft Street Legend
1. Morton St
2. Newlands St
3. Crows Nest Rd
4. Lower Serpentine Rd

Legend
- Multiple Routes
- Common Route
- Occasional Diversion
- Route Number
- Terminus
- Metro Station
- Train Station & Line
- Ferry Wharf
- Shopping Centres
- Hospitals

Sydney CBD inset

Continues on main map
City Bridge Street: 113 205 208
City Wynyard: 294
City Sussex Street: 288 290 292
City Wynyard: 251 293 253 294 285 297
City King Street Wharf: 252 261
City QVB: 120
City Domain: 506
City Hyde Park: 500X 507
City Town Hall: 505
Central Pitt Street: 501
Continues on main map

North Sydney inset

Continues on main map
Victoria Cross: 203
North Sydney Station: 265 269
Milsons Point: 203 286 209 287
McMahons Point: 254 269 291
Continues on CBD Inset
115 286 252 287 254 290 261 291
202 207 203 208 204 209 205 207 206
120 251 292 204 283 293 205 285 294 206 288 297
115 205 251 285 293 120 206 252 288 294 202 207 253 290 297 204 208 261 292

Overnight Network Services

Nightly: 500N 550 N80 N90 N91
Thursday to Saturday (nights only): N81
Friday & Saturday (nights only): 290 297